85. Improvement of certain roads in the Kottayam and Ettumanur taluks for the easy transport of sugar-cane from the banks of the Minachil river.

Mr. V. J. Joseph, B. A., B. L. (Member, Nominated) submitted that his request was mainly in connection with two roads, *viz.* (1) the improvement of the present Ettumanur-Arattupuzha-Manakad road which should be converted into a cartable road and (2) the opening of a new road from Neelimangalam on the M. C. Road crossing the first mentioned road near Arattupuzha. The Member said that the object of his request was to develop the sugar-cane industry—the only industry in that part of the country. It was well-known that the banks of the Minachil river from Kidangur to Kottayam were particularly suited for sugar-cane cultivation. The alluvial area about 15 miles long and 2½ to 3 miles broad was found to be specially attractive for the cultivation of sugar-cane which the people had been carrying on for years. Recently, the cultivation of sugar-cane had largely increased, as a result of the help rendered by the Director of Agriculture, under whose advice the people were using scientific manures and also introducing new varieties of cane. A sugar-cane factory had also been started at Punnathura for which the Government had given substantial concessions. The Member expressed the thanks of the people for those concessions. A most unfortunate feature in the practical working of the factory was, that they found it impossible to transport sugar-cane in sufficient quantity to the factory on account of the want of means of communication. The Company that had been floated to establish the factory had already spent about Rs. 50,000 and their difficulty was to set the factory working to the best and fullest advantage, because of the failure of a continuous supply of sugar-cane. If the cultivation of sugar-cane was carried on, the canes could not be carried to the factory when the crop was taken, for there was not a single road throughout the whole of that region. The existing method of transport was by coolies—a most expensive and wasteful arrangement. The Member's proposal was that the first road might be made cartable which, after all, would not cost much. For, there was no necessity to acquire any land on account of the fact that the Land Conservancy Regulation had enabled the authorities to remove all encroachments. Perhaps, two or three culverts would be required and also a small deviation. There were even now traces of old culverts and bridges which were in a neglected condition. That was also the route through which the temple procession passed every time.

Dewan.—If the culverts you refer to were completed, will the road become cartable?

Member.—Yes, Sir. I have already discussed the matter with the Kottayam Executive Engineer. Personally, he has no objection to undertake the work. In this case, no fresh acquisition is necessary. Some crossing alone is necessary. I don't ask even for bridges.

The Member then proceeded to explain the subject matter of his second representation which was the construction of a new road. It would run parallel to the river. On the other side of the river, there was plenty of *poramboke* land, which could be utilized for the road. He did not want a costly road raised up to flood level. For, in the rainy weather, the road would be under 10 or 12 feet of water when the people could use the river. What they asked for was only a cartable road which could be utilized during the major portion of the year when there would be no floods.

The next point of the Member was that, generally speaking, South Travancore was a more favoured tract of land than either North or Central Travancore, where there was not a sufficient number of roads even for the bare necessities of the people. The unwritten law or *mamool* of the State appeared to be, he said, that, for everything connected with Government purposes, the country began from the South. Probably, that was due to the fact that North and Central Travancore were later acquisitions. Even if that were so, ordinary parental solicitude required that greater attention should be shown to the younger child. In conclusion, the Member submitted that it was high time that efforts were made to read Travancore from the North.

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Dewan's reply.—I do not think that, after all, you are so badly neglected as you seem to imagine. Of late, attention has been paid to Central and North Travancore in the matter of affording better means of communication. I know there is a complaint of the kind you have mentioned. As much attention as was desirable was not perhaps paid to North and Central Travancore in the past, probably because of the natural facilities in the shape of backwaters and rivers which, however, do not exist in South Travancore. However, I shall keep your representation in mind. The requests made in regard to the roads will be noted for consideration.

86. Improvement of the means of communication in the Minachil taluk.

Mr. Ulahannan Ulahannan (Member, Minachil taluk) said that there were not sufficient means of communication in the taluk and prayed for the speedy completion of the following public works:—

(1) The conversion of the following village roads and paths into public roads :

(*a*) Village road from Lalam to Ramapuram.

The Member said that the people had almost finished the road, and that two small bridges and a few culverts had to be made and he prayed that those works might be completed by the department and the road opened from the day of His Highness' approaching *Shashtipurthi*.

(*b*) The village road from Bharananganam to Ponkunnam road through Edamattam.

(*c*) The path from Mankombu road to Antheenattu through Pravithanam.

(*d*) The village road from Ettumanoor-Lalam road to Ettumanur-Kuthattukulam road.

(2) The opening of a village road from the 3rd mile of the Lalam-Thodupuzha road to Ramapuram through Ezhacherri.

(3) The early construction of the sanctioned bridge over the Minachil river on the Lalam-Ponkunnam road.

Dewan's reply.—In regard to the bridge referred to by the Member, an estimate for Rs. 44,200 has been sanctioned for the same recently and the work will be taken up in the order of urgency. The other points are noted.

87. Construction of a cart road from the 8th mile on the Perumbavur-Puthencruz road to Alwaye.

Mr. Mathu Ithapiri Tharakan (Member, Kunnathnad taluk) said that there were very few roads in the taluk and that the Muvattupuzha-Mamala road and the Alwaye-Perumbavur road lying in the southern and northern extremities of the taluk were more useful to the people of the adjoining taluks. The Member prayed that a public road might be opened from a place between the 8th and 9th miles on the Perumbavur-Puthencruz road to Alwaye, passing through the Kumarapuram market. There was already a village road from Alwaye to Kumarapuram. He said that the proposed road would add to the importance of the Kumarapuram market, that it would be useful for transporting goods to Cochin and other places and also for the transport of manure, that the Government would get some revenue from customs duty on goods that passed to Cochin and that the road would also help to prevent smuggling by land.

Dewan's reply.—Noted.

88. Means of communication in the Parur taluk.

Mr. G. Harihara Iyer, B. A., B. L. (Member, Parur taluk) said that the taluk was intersected by a net-work of canals, that the means of communication in the taluk

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